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The Ventura County Ninety-Nines have a monthly business meeting and speaker on the evening of the third Tuesday of the month. Check this publication for the next meeting, or at our website for locations.

We also meet socially for breakfast at 8:30 AM on the first Sunday of the month at Flight 126 at Santa Paula Airport.

If you are reading a paper copy of this newsletter, it is printed from an electronic file and can be found--in color--at our website. You can register to get an email reminder of The Flyer via email at this site.



## "That Which We Call a Rose . . ."



Finally, after two years of planning the 99s compass rose has been painted at The Viewport at Camarillo Airport. Smaller

than we've been known to create, this is a vision come true thanks to Marylou Johnson for driving this to completion along with the VC99s that helped including Suzi McWilliams for providing the stencils, Carolyn Brown for getting the paint, and helpers Sheila Collier, Mary Troup, Kathleen

Chmelir and Lori Parker.

And yes, that which we--the VC99s--call a rose, by any other name would smell as sweet!



**NO  
MEETING  
IN JUNE.  
PICNIC!**

# Congratulations Vc99 Wilma Melville!!

Judy McCarthy

Wilma will be presented the 2016 Humanitarian Award from the International Organization of Women Pilots at the Conference in Ottawa, Ontario Canada July 7-9.

Wilma got her pilots license in 1970 and flew for hundreds of hours in a VariEze she and husband John (a non-pilot) built, she was the first female to solo and fly a VariEze I might add.

After moving to Ojai, CA this 61 year old retired teacher had time on her hands to pursue a yearning, to have a highly trained dog for search and rescue. She found a trainer in Gilroy, CA and they set off to train herself and Murphy, her black lab. A few years later, after she and Murphy received their FEMA certification for Search and Rescue and attached to the Los Angeles County Urban task force.

She never imagined that on April 19, 1995 she and Murphy would be deployed to the Oklahoma City bombing site to search for people buried alive in the rubble. The experience was horrifying and they did their best with the resources they had. One thing stuck in Wilma's mind was the fact there weren't enough highly trained dog teams. In 1995, there were only 15 Advanced Certified disaster search dog/handler teams in the entire U.S., now there are over 250.

Once standing on the edge of the realization that she could make a giant sized contribution, Wilma and her trainer had the idea of rescuing shelter dogs to use for search dogs, they defined characteristics, which included high energy dogs that people don't usually want as pets but

it's that energy and drive that make them excellent search dogs. They also decided that Firefighters would make the best handlers, as they are already highly trained first responders.



With donations and grants this could be done at no cost to their departments, budgets or taxpayers.

Wilma never looked back. Her bold thinking was that since she had, as a Physical Education teacher, trained many to do a variety of physical

skills, surely she could write a curriculum and train firefighters to become Canine Search Specialists. She never expected to found and lead an agency that would make a significant difference nationally in how dogs are selected plus how handlers and dogs are trained for this specific work. However with a couple of smaller deployments behind her and the Oklahoma City bombing current in her memory, she moved into the unknown world of creating a non-profit, non-governmental National Disaster Search Dog Foundation.

Over the years, the foundation has grown grow to over 75 active handlers. The group has trained, overall, approximately 145 teams of dog and handlers throughout the US and Mexico, to be ready for deployment at any given time. These teams have been deployed to Katrina, World Trade Center in 2001, Haiti, hurricanes, floods, tornados, tsunami in Japan, Nepal and many disasters in between. Always with one goal in mind, saving lives.

Currently Wilma is over seeing her dream come true, the building of the NDSDF National Training Center in

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# Congratulations VC99 Wilma Melville

CONTINUED  
FROM PAGE 2

Santa Paula, CA. Teams from all over the world will be able to train with real life scenarios. These include a train wreck, a freeway collapse, building disasters, an airplane crash into the side of a mountain. A Grand Opening is

scheduled for September 24, 2016.

At 82 years young, Wilma lives in a hangar with her two little Doxies and beautiful RV7 at Santa Paula Airport. She still flies almost everyday. Often to far away places to look at dogs in shelters to see if they might become the next "rescued to become rescuer."

[www.SearchdogFoundation.org](http://www.SearchdogFoundation.org)



## Skywriting

Peggy Watson-Meinke  
Chapter Chairman



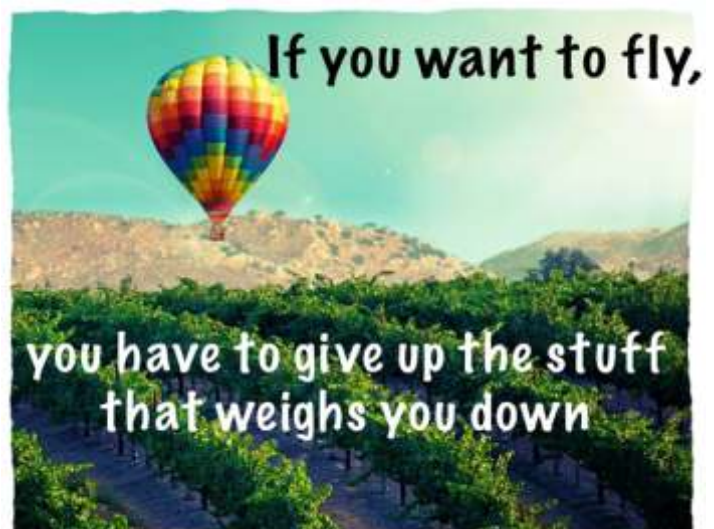
## Time to FLY

Summer is almost upon us! Where does the time go? Our annual Awards Picnic is just around the corner and we need to start thinking of someone to bring as a guest that loves to fly, or is interested in flying.

What will you be doing this summer to further your flying skills? Hopefully you can devote some time to fly, fly, FLY.... I know several members will be flying to Oshkosh. What a great way to log hours and sharpen your flying skills. Whew! We also have a few members that compete in local aerobatic competitions. I know Mignon just participated in a competition and won 4th place! Way to go Mignon! I think anyone that competes would agree that, besides it just being FUN, competing also sharpens your flying skills. Then Michelle Carter and Mary Beth Martin both won Amelia Earhart scholarships to further their skills. We are so proud of them, good job! For something more low-key please consider flying on an upcoming Chapter FLY-OUT. I would really like to get a Fly-Out organized for June. Sheila had suggested a "Pinot and Paella" festival near Paso Robles on June 5th. That might be a little too

soon to plan for, but if you are interested or have other ideas, please let me know.

Personally, I have decided to compete at a different level as well. I am leaving in a few hours (May 26th – 31st) for a national level Hot Air Balloon competition in Albuquerque. While I have competed many times in local competitions and festivals, this will be my first at a national level. I am a little nervous, but I am sure I will learn a lot competing with the big guys. The only reason I am going to this particular event is to practice from the same launch field in Rio Rancho and with the same targets as the first U.S. Women's National competition being held by the Balloon Federation of America (BFA). It is being held during the first 4 days of the Albuquerque Balloon Fiesta. I have already learned a lot working with one of our club members here in SoCal that has competed at this level for many years. It should be fun, and I will keep you all posted on how it goes!



# There's Always Someone to Congratulate in the VC99s



**IFR Rating** ■ **Yvette Marble**, VC99 who lives in Seattle Washington, came down to Santa Paula and completed her Instrument rating in 10 days and passed her IFR check-ride on May 21st.



**New Endorsement** ■ **Janeen Gaul** completed her Tailwheel Endorsement on May 25 out of CP Aviation.



*Congratulations ladies!*

## VENTURA COUNTY NINETY-NINES



**Location:** 1379 E. Janss Rd., 1000 Oaks

23 Freeway to the Janss offramp, turn east, turn left at Library/Park North Road into the Thousand Oaks Library complex. Follow road 3/4 around the park to the Creekside Pavilion.

**Food provided:** BBQ tri-tip and drinks.

**Please bring:** a side dish, salad or dessert of your choice.

**Who's invited?** Of course, 49½s and significant others. Know a female pilot or one that might be interested in flying? Invite her!

**No need to RSVP**

A friendly 99 will be calling you to see if you'll be attending and to discuss what you will bring to share

**Fun Food**  
**Camaraderie**

**Summer**  
**Scholarship**  
**winners**

**New Board**  
**introductions**

**&**  
**way**  
**more!**



# A Pilot/Non-Pilot Perspective

Diane Grizard

This is some of the application I submitted for the Ventura 99s Scholarship, which they graciously granted me. I thought you may enjoy seeing the difference of how a non-pilot looks at a flight compared to a new licensed pilot. The New licensed pilot perspective will be in parentheses (following the passenger's perspective.)

The reason I am pursuing my private pilots certificate for the second time is to complete a lifelong desire. I grew up next to the north runway of LAX, watching the beautiful planes take off while we had to stop class and wait for the noise to pass. When asked "Oh do you want to be a stewardess when you grow up?" I responded, "No I want to be the pilot of the plane."

In 1974 the chance to learn to fly became available and I jumped on it. I finished ground school and got 9 hours logged before college, then marriage and children left no funds for flying. Now I want to be the best pilot I can and keep learning. The more I learn, the more I realize what I do not know.

The most exciting flight that stands out is when I was asked to be the navigator on a flight from Seattle to Frederick, Maryland with a stop in Chicago to pick up a relative for a family reunion. After leaving the airport we flew down to the Columbia River gorge to stay under cloud clearance where we also had to avoid active thunder clouds. My new added job was to look for lightning bolts in the distance. I took this very seriously. (How to keep a passenger busy and out of the way.) We were forced to land in Idaho due to the weather. (Preplanned alternative airport.) The next day was beautiful until we caught up with a new storm system crossing the Rockies that was quickly closing our window for travel. Now I was getting a little nervous but there was a man on the radio helping us through it. (This angel was flight following.) His information was different than current actual conditions (PIREP) but he was able to direct us based on the conditions we were reporting to him. The pilot did not follow the

course he was told too because it would have taken us into the storm. (The pilot in command has final say in the safety of the flight.) I learned a great deal about rapid weather changes and how to work with flight support to safely find a place to land. If that was not enough, when we made it to Chicago there were lots of planes doing Acrobatics for an airshow, I now had to watch them so we didn't get hit. (Designated airspace, no worries.)

From Chicago to Frederick we had a stop in a small airport in the Appalachian Mountains. The east coast was totally fogged in. The local pilots told us not to worry about it; they fly through the clouds all the time. That scared the heck out of me. (It should have, they were not IFR rated. Cloud clearance IS Very Important, yahoos are out there.) The solid cloud cover had small openings which I wanted to go through and land at Frederick, the map showed it wasn't that far. (Scud running is very dangerous and those little holes close up Fast.) Instead we landed at another airport and rented a car and drove the rest of the way. Saw some beautiful hills and valleys on the way.

I flew home commercially where that pilot did not need me to be navigator but it didn't stop me from looking out the window and navigating, just as my GA pilot (my Brother) didn't either. The Best Time!



# The Karen Johnson Solo Scholarship

Susan Liebeler

The Ninety-Nines will award a \$3,000 Karen Johnson Solo Scholarship to provide a young woman (age 16-20 at any time during the 2016 calendar year) with financial support for flight training through her first solo and beyond. The winner will also receive a King School flight training course that will prepare her for her written exam and check ride. The scholarship will be awarded during the WomenVenture activities at EAA AirVenture Oshkosh on July 27, 2016. Applications will be accepted through July 1, 2016. Proof of financial need and financial information is not required. Additional information about how to apply for the scholarship and a scholarship flyer can be found at [www.kjsoloscholarship.com](http://www.kjsoloscholarship.com).

The scholarship honors the memory of Karen Johnson, the Ventura County Chapter Chair, who perished while flying frost control in Delano, CA. Since it was first offered in 2013, over 150 young women with a passion for aviation have applied for this scholarship and many have joined the 99s.



The Ninety-Nines are grateful to Lightspeed Aviation Foundation, the Ventura County chapter of the Ninety-Nines, EAA and the King School for their support of this scholarship and to Ennect Event and Elliance for hosting the scholarship web site.



## Channel Islands Aviation Memorial Scholarship Deadline Extended

Channel Islands Aviation has extended the deadline for youths to apply for the Khrystyna Gavryushenko Memorial Scholarship. The scholarship benefits a local teen interested in a career in aviation. The new deadline is July 8 and the winner will be announced July 12.



Honoring Khrystyna Gavryushenko, an alumna of the Channel Islands Aviation's Youth Aviation Academy and Flight School as well as an intern at the company, the scholarship will include a flight simulator lesson, a flight lesson and a Private Pilot Ground School Course, a \$700 value.

Last August, Gavryushenko was killed in a car accident in Prescott, Arizona before she was to begin studying at Embry-Riddle Aeronautical University. She graduated from Oxnard High in 2014.

The inaugural memorial scholarship is open to youths ages 12 to 19 who are interested in pursuing an aviation career. Applicants are asked to write a one-page essay on why they want a career in aviation. The essay must be approved by their parents and should be mailed to [school@flycia.com](mailto:school@flycia.com).

For more information on the scholarship, contact Channel Islands Aviation at (805) 987-1301 or visit [www.ciaflightschool.com](http://www.ciaflightschool.com).



**VC99s'  
Social  
Breakfast**



**First Sunday of the Month  
Flight 126 Restaurant at Santa Paula Airport  
99s, FWPs, 49.5s and Friends Welcome**

# Getting Back in the Air

Sunni Gibbons, Santa Maria Valley Ninety-Nine

Logbook entries showed the last solo PIC flight I had taken was November of 2012. The following spring I packed up the car and the cat and headed north to San Jose to be near family and begin my new life. Little did I realize at the time how challenging it would be to maintain the flying part having now to rely mainly on a rental fleet. With even a C172 going for \$157 plus an hour—one's flying budget evaporates pretty quickly. Enter the Get Back in the Air scholarship! I'll just summarize the story. Just consider, when all one had to do was stop in at the hangar, pull the plane out for a delightful flight over fields and beaches, a trip to see family and friends, an Angel Flight or a cross-country for fun and adventure, it all seemed so easy. Over the years one builds up a partnership with the machine. Procedures are familiar and well trained in skills are honed and practiced ad-infinitum. It's the aviation good life!

But when you lose your airplane partner, the road back is Soooo much longer than one might think! I'll skip all the setbacks (of which there were many) and just go for what it took to finally get back on the horse again and to finally

accomplish my flight review. After several false starts, I arrived—scholarship money in hand—on the doorstep of Aerodynamic Aviation—formerly

Amelia Reid Aviation—at Reid-Hillview airport. There on the flight line were two of the cutest little light sport aircraft—SportStars: low wing, with winglets, bubble canopy, center stick and yes, quite sporty! My first flight in 712MF revealed no attitude indicator (yikes! yep, VFR only) no mixture control (only a choke and throttle) different rpm settlings than I was used to and certainly lower airspeeds. But so responsive—it leaps off the runway—an eager little bird. My new CFI refresh-

ingly lacking of the "CFI as God" complex was patient, kind and WOW—fullof compliments. (I'll take it!) Looks like, for all the differences in aircraft configura-tion (especially the panel) basic flying skills still apply. How gratifying to see that those basic skills drilled in over the years were still with me. So now, with a newly signed off BFR, I'm on my way again building back confidence. (Before BFR; fly the pattern, practice maneuvers. After BFR; fly the pattern, practice maneuvers!) Thank you VC 99s, I am forever grateful!



## Aviation Career Day 2016

Alison Barker

Plans are underway for our 3rd Ventura County High School Aviation Career Day. This year's event will be on Friday, October 28, 2016 from 9 am to 1 pm. We will be using the brand new hangar at the CAF, which is HUGE! We will be hosting the Make Garbage Fly glider building/flying contest again this year and with the bigger hangar, we will have more room.

If you are an aviation professional and would like to participate in the event as an exhibitor or volunteer, please email the Outreach Committee at [vc99soutreach@gmail.com](mailto:vc99soutreach@gmail.com) or call Alison Barker at 805-312-9299.

Please LIKE our Facebook page to receive updates:  
[www.facebook.com/vcaviationcareerday](http://www.facebook.com/vcaviationcareerday)



# Calendar of Events

## JUNE

- June 5 First Sunday Breakfast – 8:30am Flight 126, Santa Paula  
 June 5 Open House – Santa Paula Airport  
 June 9 Board Meeting – 5:30pm, DOA, Camarillo  
 June 25 VC99s Summer Awards Picnic

## JULY

- July 3 First Sunday Breakfast at SZP, Flight 126 Café  
 Open House at SZP – Aviation Museum  
 July 7 Board Meeting – 5:30 DOA Camarillo

### SPECIAL EVENTS:

- July 6 - 10 99s International Conference – Ottawa, Canada  
 July 25-31 Airventure – Oshkosh  
 Aug 20-21 Wings Over Camarillo Air Show  
 Sept 14-18 Reno Air Races  
 Sept 29-10/2 Fall SW Section Meeting, Lancaster by Antelope Valley Chapter  
 Oct 28 Aviation Career Day, CAF Hangar – CMA  
 July 2017 International – San Antonio, Texas

### OTHER AVIATION THINGS:

- EVERY First Saturday of the Month at 9am  
 EAA Young Eagles Flights at EAA Hangar, CMA  
 EVERY First Monday at 7PM, Camarillo City Hall  
 Aviation Advisory Commission meets  
 EVERY Second Thursday at 7PM, Camarillo City Hall  
 The Aviation Authority meets  
 EVERY Second Saturday (except December)  
 The Camarillo Chapter of the Experimental Aircraft Association (EAA) meets at the EAA Hangar, CMA

## ARTICLE and PHOTO SUBMISSION ADDRESS:

**vc99sFLYER@vc99s.org**

Deadline to receive: 25th of each month



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